

U.S. Application No. 10/009,600 -- 2

In the Claims:

Amend claims 1, 6 and 7 as follows:

1. (currently amended) An air suspension anti-roll stabilization system comprising air suspension means, such as of at least one pair of air bags air spring mounted upon an axle via leaf spring suspension arms of an associated vehicle on respective opposed sides of the longitudinal axis of the vehicle, with the axle being located at least partially with respect to the frame or chassis of the vehicle by means of a pair of said leaf spring suspension arms which are located on respective opposed sides of the longitudinal vehicle axis and of which each has one end mounted pivotally to the vehicle frame or chassis characterized in that anti-roll means is connected rigidly between the pair of longitudinal leaf spring suspension arms.
2. (previously presented) A system according to claim 1, wherein said anti-roll means is connected at or adjacent the points at which the one end of each arm is pivotally attached to the frame or chassis of the associated vehicle.
3. (previously presented) A system according to claim 1, wherein said anti-roll means comprises an anti-roll bar or tube.
4. (previously presented) A system according to claim 1, wherein said anti-roll means, which extends transversely of the longitudinal axis of the associated vehicle, is arranged to add bending stiffness to the longitudinal suspension arms during vehicle roll.
5. (previously presented) A system according to claim 2, wherein said anti-roll means is arranged to add transverse, torsional stiffness close to those pivot points.
6. (currently amended) A system according to claim[[s]] 1, wherein the longitudinal suspension arms upon which the air bags or other air suspension means are mounted, are converted from acting as beams which are pivotally mounted at their one ends to the frame

or chassis of the vehicle, to beams which are fixed or tending towards "encastre" at those one ends, during roll motion of the vehicle.

7. (currently amended) A system according to claim 1 further arranged to allow the ~~associated pivot points~~ suspension arms to rotate in opposite directions ~~about associated pivot points~~ during vehicle roll thereby stiffening the suspension arms, whilst while allowing the suspension arms to rotate ~~rotating~~ in the same direction ~~in~~ during normal, straight axle ride.

8. (previously presented) A system according to claim 1, wherein said anti-roll means is locatable at various points along the length of the suspension arm, the position being related to the anti-roll stiffness and stability afforded thereby.